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MUSICAL GRASSHOPPERS.

Single Discovery in the Mountains of Buenos Ayres.

It was once engaged in the arduous and monotonous task of driving a large number of sheep a distance of 250 miles in excessively hot weather, when sheep prefer standing still to traveling. Five or six gauchos were with me, and we were on the southern slopes of the Andes, near to a long precipitous stony sierra, which rose to a height of five or six hundred feet above the plain. Who that has traveled for eighteen days on a deal level in a broiling sun can resist a hill? That sierra was more sublime to me than rattlesnakes, than alligators, than the fiercest of the beasts of the Illinois. Leaving the sheep I rode to it with three of the men, and after securing our horses on the lower slope we began our laborious ascent. Now, the gauchos when taken from their horse, on which he lives like a kind of parasite, is a very moving creature, and I soon left my friends far behind. Coming to a place where ferns and flowering herbage grew thick, I began to hear all about me sounds of a character utterly unlike any natural sounds I was acquainted with—low, hoarse, low, clear voices tinkling or pealing like minute sweet-toned, resonant bells—for the sounds were purely metallic and perfectly bell-like.

I was completely roused round with the mysterious music, and as I walked it rose and sank rhythmically, keeping time to my steps. I stood still, and immediately the sounds ceased. I took a step forward, and again the fairy bells were set ringing, as if at each step my foot touched a central meeting point of a thousand radiating threads, each thread touching to a pair of little bells hanging concealed among the herbage. I waited for my companions and called their attention to the phenomenon, and to them also it was a thing strange and perplexing. "It is the bell snake!" cried one excitedly. This is the name of the creature, but although at that time I had no experience of this reptile, I knew that he was wrong. Yet how natural the mistake! The Spanish name of "bell snake" had made him imagine that the whirring sound, though it came from rattles, resembling muffled cymbals, is really bell-like in character. Eventually we discovered that the sound was made by grasshoppers; but they were seen only to be lost, for I could not capture one, so excessively shy and cunning had the perpetual ringing of their own little tones made them.—*Longman's Magazine.*

Judge Bullock's Courage.

Speaking of the courage of the late Judge William F. Bullock, who died in Louisville, Ky., recently, the *Courier-Journal* relates two stories about him. "At a time of great excitement upon the temperance question," it says, "when the Common Council of the city of Louisville, Ky., was divided on the question of granting a license to sell liquor to a reputable hotel, he committed the entire recalcitrant body to the County Jail for refusing to obey the mandates of his Court, where they remained some of them for days, though his personal friends, until the last one of them properly purged himself of his ill-considered conduct. During the tumult raised by his conduct he was warned by his friends of the fierce nature of public sentiment, and implored by them not to imperil himself by holding Court until these angry feelings had subsided. He replied to these remonstrances that it ill became a Judge to stay the course of justice through fear of bodily harm; and he walked through a frowning mob unarmed, and dispensed as usual his even-handed justice. Once when he called upon to address a great mass-meeting in New York city, in the campaign between Clay and Jackson, just as he had been introduced to the audience as 'the gentleman from Kentucky,' a sudden rush was made for the platform, and he was seized by a body of Jacksonian ruffians, with the intention of breaking up the meeting. Every one but Judge Bullock ineffectually fled from the platform; and when finally the police rallied and expelled the disorderly element, he was unable to proceed for several minutes, owing to the enthrallment of his auditors, who were prompt to appreciate this specimen of a Kentuckian's courage."

Destruction of Forests.

J. B. Harrison of the Forestry Congress reports in *Garden and Forest* that of the 5,000,000 acres which may be roughly included in the Adirondack forest, 1,000,000 remain in virgin forest. Most of this is in Hamilton county, with a good deal in Herkimer and some in Franklin. "There has been a great deal of very indefinite writing and talk about the Adirondack forests, some of it misleading, because not based on any considerable knowledge of the facts of the case, and some of it of things in the woods. From three-fourths to four-fifths of the original forest has already been cut off, and hundreds of square miles, hundreds and thousands of acres, have been utterly denuded and ruined by the plan of cutting away the forest, so that centuries must elapse before these vast tracts of bare and sun-scorched rocks can again produce valuable trees."

A resolution has been introduced into the Legislature of New Hampshire setting forth that "the preservation of the forests of New Hampshire is essentially necessary not only for the prosperity of our vast manufacturing interests, but also to preserve and increase that natural beauty of scenery which has attracted to the State, and explaining that 'the hills and mountains in the State are being rapidly denuded of timber and rendered unsightly by the acts of private parties owning the same.' At the same time a resolution was passed to appoint a commission to examine the question of a State public park to be formed on unoccupied lands.

Removing Paint.

The ordinary process of scraping old paint or burning it off is hardly expedient enough for general purposes, and is also laborious. Soda and quicklime are far more thorough, and the paint is more quickly removed. The solution of half soda and half quicklime is thus made: The soda is dissolved in water, the lime is then added, and the solution is applied with a brush to the old paint. A few moments is sufficient to remove the coats of paint, which may be washed with hot water. Many preparations are sold for the removal of paint, all of them having some basis of alkali. A paste of soda and sandpaper can be employed, but it must be done carefully by experienced hands, or the surface will be injured. The chemical process of removal has the advantage of leaving the surface in a better condition than burning off or scraping, and for large surfaces of paintwork it is preferred.—*Scientific American.*

Excepting Walter Savage Landor, who lived to be 90 years old, few English poets saw the age of four score, which Tennyson reached recently, though Wm. Wordsworth, to whose laureate wreath Tennyson succeeded forty years ago, lived sixteen days beyond his eightieth birthday.

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THE CANADIAN PACIFIC ROAD. How That Line is Looked Upon by the Business Community—Local Ship-building.

(SPECIAL DISPATCHES TO THE RECORD-UNION.)

SAN FRANCISCO, August 30th.—The Commercial Conference held against this morning at 10:30, when the President Rankin laid before the members a communication, which was read, from the Federated Trades, asking for representation in the Conference, and transmitting the names of five delegates.

A. S. Hallidie moved that the delegates be admitted.

R. G. Sneath opposed the motion. He said the Federated Trades represented secret societies which undertake to control labor and capital, and which use the boycott to enforce their decrees. He did not think such societies were entitled to representation in a conference of business men who intend to obey the laws.

Captain Merry said there was no precedent for admitting laboring men to a commercial conference of this kind, but he thought they had an interest in the affairs being discussed and should be entitled to participate.

Hallidie's motion was supported by W. A. Holcomb and C. B. Stone and was adopted.

The delegates, consisting of W. A. Bushnell, W. J. B. Mackay, M. McMillan, J. C. Millan and H. Witham, took their seats.

OCEAN STEAMSHIP SERVICE.

Captain Goodall's report upon "the permanent establishment of ocean steamship lines on Pacific Ocean routes, and the liberal compensation for the Government for the carriage of ocean mail by said lines, by steamships available for war and transport purposes," was read by Secretary Haynes.

Captain Goodall made a strong and patriotic speech in support of the report, which was loudly applauded. He related how his firm had attempted to carry the mail between New York and San Francisco, and how the British, who had purchased the Jessie Ogden, a British iron ship wrecked off the heads, named her the Mariposa, and attempted to carry the mail.

Mr. Briggs then read the majority report of the committee as printed below.

A. S. Hallidie read the minority report.

THE ENCOURAGEMENT OF COMMERCE.

The committee having the latter matter in charge then reported in favor of amending L. G. Sneath's report by striking out all in reference to free ships and inserting the following:

First.—That a permanent Bureau of Navigation be established by the United States, to be composed of representatives of the United States and of the countries to which it is proposed to establish direct lines of communication, and to be empowered to make and enforce regulations for the protection of the commerce of the United States, and to be authorized to make and enforce regulations for the protection of the commerce of the United States, and to be authorized to make and enforce regulations for the protection of the commerce of the United States.

Second.—That Congress provide for the payment of a direct bounty from the Treasury to all builders of coast, iron and steel vessels, steam or sail, to be equal to the cost of the vessel, and to be paid in full at the time of the completion of the vessel, and to be paid in full at the time of the completion of the vessel, and to be paid in full at the time of the completion of the vessel.

Third.—That Congress further enact an apprentice system for all vessels of the United States employed upon the high seas.

Fourth.—That the laws of the United States be so amended as to control the pilot service in all ports of the United States.

Mr. Stone moved to add to this recommendation the recommendation of Captain Goodall in reference to the French buoy system.

Mr. Mills seconded the motion and M. M. Estey said he had lately been extensively studying this subject and had now formed a clear and definite statement of the present situation of American commerce and so plain a remedy as proposed by Captain Goodall's report and the recommendation of the committee.

Captain Thayer may have a long argument in favor of free ships. He said it was impossible for American vessels to compete with the commerce of the world, or even a portion of it, unless they were permitted to buy ship wherever they please.

Now the question was disposed of. Colonel Irish took upon the bounty system as merely another method of enforcing the tariff now imposed upon the materials which go to build ships. He thought the best way was to look the matter square in the face and go to the root of the difficulty.

Mr. Stone said he would like to see American ships plowing the seas, but he never wanted to see them if they were going to be built in England, or Australia, or any other foreign country.

M. M. Estey was utterly opposed to giving any preference to foreign capital or foreign labor. He said that if the United States should plainly invite the foreigners in building up commerce, but seven per cent. of the tonnage which left San Francisco last year went out in American bottoms. The reason was that England and France subsidized their merchant marine, and the United States must do that before it can expect to create a navy. Ships, guns and powder will never make a navy. Men are more necessary than anything else.

Mr. Sneath closed the debate. He said it was not a question of the condition of affairs, but a remedy. He thought the thing done, and speedily. He thought time should not be lost in building ships, when they could be purchased at once. It was a business proposition, and he thought it was a business proposition.

The motion to adopt Captain Goodall's report and Mr. Sneath's report, as amended by Merry's committee, with the ultimate proposition suggested by the Pacific buoy system, was then put, the roll being called. It was unanimously carried on roll-call.

Recess until 2 o'clock.

THE PACIFIC CABLE-COAST DEFENSE.

The conference reassembled at 2:30, when Captain Merry submitted the report of the Committee on a Pacific Ocean Cable. The report was approved, with the exception of a clause which recommended that in case the Government aided the construction of the cable, it should reserve the right to control the rates to be charged for service. Mr. Craig accepted the amendment, and the report was unanimously adopted.

Mr. Harrington submitted the report of the Committee on Coast Defense, presented yesterday by Irving M. Scott. It was approved with the insertion of the following paragraph:

"What has been said in this report touching the defenseless condition of San Francisco harbor applies with equal force to the other harbors of the Pacific coast, and there is no less necessity for the proper protection of Puget Sound, Columbia River, Humboldt Bay, San Pedro and San Diego harbors, which are all, equally with San Francisco, in need of suitable defense. All points that would be the object of prompt seizure by an enemy in time of war."

Also the following resolutions:

Resolved, That the Congress of the United States be earnestly urged to make such liberal appropriations as will enable it to put all the harbors and ports of the Pacific coast, to wit: Puget Sound, Columbia River, Coos Bay, Yaquina Bay, Humboldt Bay, San Francisco Bay, San Pedro and San Diego harbors into a thorough and efficient condition of defense.

Resolved, That the Navy-yard at Mare Island, in the State of California, ought to be kept at all times in full working order, and be equipped with all the modern machinery and means as to enable it at the shortest notice to construct, repair and fit out naval vessels of every class and size.

Resolved, That an additional Navy-yard to be fully equipped and located on the northern coast of the Pacific, is imperatively demanded in order that our naval vessels operating in the waters of the Pacific may have a sure basis of supplies, and that at all times a place where the necessary construction and repairs can be quickly and satisfactorily made.

The report and resolutions were unanimously adopted.

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Henry L. Dodge submitted the report of the committee which considered the Nicaragua Canal. The report of Captain Merry was approved, with the exception of two amendments which pertained minor statements. The report was unanimously adopted.

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Hallidie's motion was supported by W. A. Holcomb and C. B. Stone and was adopted.

The delegates, consisting of W. A. Bushnell, W. J. B. Mackay, M. McMillan, J. C. Millan and H. Witham, took their seats.

OCEAN STEAMSHIP SERVICE.

Captain Goodall's report upon "the permanent establishment of ocean steamship lines on Pacific Ocean routes, and the liberal compensation for the Government for the carriage of ocean mail by said lines, by steamships available for war and transport purposes," was read by Secretary Haynes.

Captain Goodall made a strong and patriotic speech in support of the report, which was loudly applauded. He related how his firm had attempted to carry the mail between New York and San Francisco, and how the British, who had purchased the Jessie Ogden, a British iron ship wrecked off the heads, named her the Mariposa, and attempted to carry the mail.

Mr. Briggs then read the majority report of the committee as printed below.

A. S. Hallidie read the minority report.

THE ENCOURAGEMENT OF COMMERCE.

The committee having the latter matter in charge then reported in favor of amending L. G. Sneath's report by striking out all in reference to free ships and inserting the following:

First.—That a permanent Bureau of Navigation be established by the United States, to be composed of representatives of the United States and of the countries to which it is proposed to establish direct lines of communication, and to be empowered to make and enforce regulations for the protection of the commerce of the United States, and to be authorized to make and enforce regulations for the protection of the commerce of the United States, and to be authorized to make and enforce regulations for the protection of the commerce of the United States.

Second.—That Congress provide for the payment of a direct bounty from the Treasury to all builders of coast, iron and steel vessels, steam or sail, to be equal to the cost of the vessel, and to be paid in full at the time of the completion of the vessel, and to be paid in full at the time of the completion of the vessel.

Third.—That Congress further enact an apprentice system for all vessels of the United States employed upon the high seas.

Fourth.—That the laws of the United States be so amended as to control the pilot service in all ports of the United States.

Mr. Stone moved to add to this recommendation the recommendation of Captain Goodall in reference to the French buoy system.

Mr. Mills seconded the motion and M. M. Estey said he had lately been extensively studying this subject and had now formed a clear and definite statement of the present situation of American commerce and so plain a remedy as proposed by Captain Goodall's report and the recommendation of the committee.

Captain Thayer may have a long argument in favor of free ships. He said it was impossible for American vessels to compete with the commerce of the world, or even a portion of it, unless they were permitted to buy ship wherever they please.

Now the question was disposed of. Colonel Irish took upon the bounty system as merely another method of enforcing the tariff now imposed upon the materials which go to build ships. He thought the best way was to look the matter square in the face and go to the root of the difficulty.

Mr. Stone said he would like to see American ships plowing the seas, but he never wanted to see them if they were going to be built in England, or Australia, or any other foreign country.

M. M. Estey was utterly opposed to giving any preference to foreign capital or foreign labor. He said that if the United States should plainly invite the foreigners in building up commerce, but seven per cent. of the tonnage which left San Francisco last year went out in American bottoms. The reason was that England and France subsidized their merchant marine, and the United States must do that before it can expect to create a navy. Ships, guns and powder will never make a navy. Men are more necessary than anything else.

Mr. Sneath closed the debate. He said it was not a question of the condition of affairs, but a remedy. He thought the thing done, and speedily. He thought time should not be lost in building ships, when they could be purchased at once. It was a business proposition, and he thought it was a business proposition.

The motion to adopt Captain Goodall's report and Mr. Sneath's report, as amended by Merry's committee, with the ultimate proposition suggested by the Pacific buoy system, was then put, the roll being called. It was unanimously carried on roll-call.

Recess until 2 o'clock.

THE PACIFIC CABLE-COAST DEFENSE.

The conference reassembled at 2:30, when Captain Merry submitted the report of the Committee on a Pacific Ocean Cable. The report was approved, with the exception of a clause which recommended that in case the Government aided the construction of the cable, it should reserve the right to control the rates to be charged for service. Mr. Craig accepted the amendment, and the report was unanimously adopted.

Mr. Harrington submitted the report of the Committee on Coast Defense, presented yesterday by Irving M. Scott. It was approved with the insertion of the following paragraph:

"What has been said in this report touching the defenseless condition of San Francisco harbor applies with equal force to the other harbors of the Pacific coast, and there is no less necessity for the proper protection of Puget Sound, Columbia River, Humboldt Bay, San Pedro and San Diego harbors, which are all, equally with San Francisco, in need of suitable defense. All points that would be the object of prompt seizure by an enemy in time of war."

Also the following resolutions:

Resolved, That the Congress of the United States be earnestly urged to make such liberal appropriations as will enable it to put all the harbors and ports of the Pacific coast, to wit: Puget Sound, Columbia River, Coos Bay, Yaquina Bay, Humboldt Bay, San Francisco Bay, San Pedro and San Diego harbors into a thorough and efficient condition of defense.

Resolved, That the Navy-yard at Mare Island, in the State of California, ought to be kept at all times in full working order, and be equipped with all the modern machinery and means as to enable it at the shortest notice to construct, repair and fit out naval vessels of every class and size.

Resolved, That an additional Navy-yard to be fully equipped and located on the northern coast of the Pacific, is imperatively demanded in order that our naval vessels operating in the waters of the Pacific may have a sure basis of supplies, and that at all times a place where the necessary construction and repairs can be quickly and satisfactorily made.

The report and resolutions were unanimously adopted.

THE NICARAGUA CANAL.

Henry L. Dodge submitted the report of the committee which considered the Nicaragua Canal. The report of Captain Merry was approved, with the exception of two amendments which pertained minor statements. The report was unanimously adopted.

OUR COMMERCE.

Reports of the Committees on the Interstate Commerce Law.

THE CANADIAN PACIFIC ROAD. How That Line is Looked Upon by the Business Community—Local Ship-building.

(SPECIAL DISPATCHES TO THE RECORD-UNION.)

SAN FRANCISCO, August 30th.—The Commercial Conference held against this morning at 10:30, when the President Rankin laid before the members a communication, which was read, from the Federated Trades, asking for representation in the Conference, and transmitting the names of five delegates.

A. S. Hallidie moved that the delegates be admitted.

R. G. Sneath opposed the motion. He said the Federated Trades represented secret societies which undertake to control labor and capital, and which use the boycott to enforce their decrees. He did not think such societies were entitled to representation in a conference of business men who intend to obey the laws.

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